

INFORMATION ~~SECRET~~ REPORT

COUNTRY Poland DATE DISTR. 18 May 1948 50X1-HUM

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH  
USE OF TRAINED INTELLIGENCE ANALYSTS 50X1-HUM

1. The Opole-Wroclaw-Przemysl-Lwow Railroad Line

- a. The Opole-Wroclaw line has three tracks, one of which has been dismantled but is now being relaid. This line, connecting Poland with Dresden and ultimately Berlin via Legnica (Liegnitz), has normal-gauge tracks on Polish territory. Shipments loaded either in Poland or Germany by the Soviet authorities are usually marked "Destination Lwow".
- b. Between Przemysl and Lwow there are two tracks, one broad and the other normal gauge. There is also a transloading point at Przemysl. On the Przemysl-Lwow sector every station, even the smallest, has at least four tracks, while larger stations have as many as six or eight tracks. Separate sidings for each track are under construction on Soviet territory.
- c. Traffic technique along this line inside the USSR is as follows: Rail transports travel from station to station, i.e. the guard reports his arrival at a station and, after conferring with the station master, leaves, noting the exact time of his departure. He may be held up en route at a siding, but is warned of this by the station master and the "blokovy" (the man in charge of signals over a given sector), who instructs him to have the train driven onto a siding. There are no automatic switches, and all equipment is set by hand. The "blokovy" at a siding can be notified only by telephone (there being no telegraph). The question of whether a train is to stop at a siding or not is decided by the station master and not by the man in charge of the siding. The former first consults the station master of the next station.
- d. At the stations in Krakow, Wroclaw, and Katowice, there are Soviet as well as Polish station masters. The former direct the traffic of Soviet transports in transit. There are frequent quarrels between them and the Poles.

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CENTRAL INTELLIGENCE AGENCY

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2. The Brzezec (Brest-Litovsk)-Warsaw-Kutno-Laskowice Line

A Soviet train, which is prohibited to Polish passenger or freight traffic, runs along this line three times a week. Normally this train stops only in those localities where Soviet garrisons are stationed.

3. Poznan-Kutno Line

An average of 17 freight trains and six passenger trains, including two purely Russian trains, were observed passing daily in an easterly direction. They were all long-distance trains which had nothing in common with the normal Polish suburban or so-called "collective train" service. Approximately the same number of trains were observed proceeding west.

4. Large numbers of crates marked with the Russian "Nie kantowat!" ("This will not go up") are being transported along the southern and the central rail routes. These contain parts of machinery and equipment dismantled from German factories. Stations of destination given on these crates in the south are Kiev, Kharkov, and Rostov. Crates carried on the central routes are marked for Moscow.

5. Warsaw-Siedlce-Bresc nad Bugiem-Moscow Line

One normal gauge track has been laid from the Polish frontier to Moscow.

6. Szczecinek (Neustettin)-Poznan-Bwroszec-Kudawa (Marienwerder)-Lawa (Eylau)-Olszawa-Korsze (Korschen)-Gerdawy (Gerdauen)-Wystruc (Insterburg)-Kowno Line

This line is used a great deal by the Russians. Korsze is a frontier station recently developed.

7. Transloading Stations in the Northeast

On rail lines leading north of the Polish frontier, the following stations are said to be used for transloading goods: Kowno, Wystruc, and Wilno.

Comment: Apparently indicates reloading from normal to broad gauge cars.)

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## 8. Work has been started on construction and reconstruction of the following lines:

a. Janow-Sosnowiec, which will enable trains to and from Rybnik and Gliwice to avoid Katowice and Strzemieszyce junctions. The route is being constructed principally for coal traffic.

b. Szczecinek-Slosinko, in order to complete the Pila-Szczecinek-Miastko-Korzybie-Slupsk-Ustka line.

c. Gdynia-Oksywie to Rumia-Zagorze.

9. Most of the railway bridges between Poznan and Szczecin are of a temporary nature, being constructed of wood. These are gradually being replaced by steel bridges.

10. On 10 February 1948 the railway bridge across the Vistula near Tczew, which was completely destroyed during the war, was put in commission again. The bridge is 1,500 meters long and will shorten railway travel from Warsaw to Gdansk by 115 km.

11. On 9 February 1948 the following railway bridges were put in commission in the Szczecin area:

a. Across the Reglica (Reglitz, east arm of the Oder), 200 meters long.

b. Across the Odra Zachodnia (west arm of the Oder), 225 meters long. 5,500 tons were used in the construction of this and the Reglica bridge.

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